

EXHIBIT EE

We heard the snowmobiles long before we saw them. Soon two sleds pulled up as we sat alongside the trail in Idaho, taking some notes and counting down the last few minutes of Rode Reports. Both the riders took their helmets off. They were staring at one sled, an MX Z 800 REV X package.

"So that's the new Ski-Doo," one of the guys said.

It was the reaction we got everywhere we went. Heads turned, jaws gaped and glazed eyes stared. Yep, the Ski-Doo MX Z REV is that different.

the frame structure on the REV, they will notice the front shocks tie into an extruded aluminum brace that travels directly to the rear suspension (via the tip of the "pyramid"). When slamming through bumps it feels like the entire suspension is absorbing the bumps. There is no front suspension to rear suspension transition. One can almost feel all four shocks working in the chassis and absorbing the energy.

The best thing is little shock is transmitted to the rider. The way the chassis and suspension work together, combined with the centralized riding position, make the bumps all but disappear. The REV stays straight and level through the rough stuff, too.

As with the Arctic Cat and Polaris engines, there is much to be said about the Rotax 799cc twin. Despite some piston problems on the 2001 models, it is an awesome motor. With Digital Performance Management (DPM) fitted to the 40mm flat slide carbs, the machine rarely needs tuning.

For 2003 Ski-Doo fitted a new TRA III drive clutch to the motor. The TRA III is smaller in diameter than previous Doo primary clutches. The clutch also has a progressive angle on the sheaves that, Doo claims, improves power transfer. The clutch uses a wider belt, too.

The REV we rode hooked up well. Even without studs, it had almost no track spin.

Riding the REV is exciting, though it takes a few miles to get used to it. The seating position is a little unnerving but the sled is rock steady. Leaning into corners is a blast as the sled allows total freedom of movement. The Precision skis are still the best stock units in the industry, and the REV corners great with them. Encountering bumps calls for a flex of the thighs to get off the seat a little, and it floats on through.

What's not to like about the REV? The REV does so many things well it's hard to find faults in it (but we did, of course). While the side panels allow better access to some components like clutches, other things like the carbs and spark plugs are harder to access. We imagine a ride on the REV in cold weather would be, well, cold. Doo said it had to make the side panels bigger to block more wind, but the

legs still catch a lot of air. And the windshield and handguards are small. The speedometer transfers from analog to digital once the sled reaches speeds more than 50 MPH. After this, the odometer begins to read out speed. The digital read-out on the speedo is all but impossible to read at speed.

One has to be willing to stand up and ride the REV. One of our staffers didn't like the REV until he rode it standing up — all the time.

If you haven't already guessed, we like the REV. It is an effective combination of motor, chassis and looks. Together, they make up a unique machine that sets the bar at a high level.

SPECS



SKI-DOO MX Z 800 REV

ENGINE



CHASSIS



The REV starts with a new bulkhead that places the Rotax 800 twin 2.5 inches farther back in the chassis than the standard MX Z. Around it, Doo engineers designed a pyramidal chassis. The chassis is light and strong — it is 20 pounds lighter and six times more torsionally rigid than the ZX platform.

Also significantly different on the REV is the Response Angle Suspension (RAS) front. The A-arm design is angled to the rear to direct bump forces into the chassis instead of into the bulkhead. It is lightweight (Doo claims the spindles are two pounds lighter apiece than competing designs).

Out back, a more conventional tunnel houses the SC-10 III skid. The tunnel is shorter than a ZX tunnel. A hinged close-off panel covers the rear. Doo officials claim the close-off panel reduces snow dust. We felt it was better than a conventional sled, but not by much. It virtually eliminated ice chunks, though.

The front and rear suspensions seem to work together on the REV. If riders follow